



**Bicycle & Pedestrian Subcommittee
of the Transportation Safety & Advisory Commission
City of Harrisonburg, Virginia**

TO: Bicycle & Pedestrian Subcommittee Members

FROM: Jakob zumFelde, Public Works Planner

DATE: November 22, 2019

RE: Bicycle & Pedestrian Subcommittee Meeting Summary for Monday, November 18, 2019

The Bicycle & Pedestrian Subcommittee met on Monday, November 18, 2019 at 6:00pm in City Hall, Room 011 (lower level); 409 South Main Street.

Attendees:

Subcommittee members: Dudley Bonsal, Marci Frederick, Jenny Toth, Matt Hassman

Other attendees: Eric King, Carl Kauffman, Kyle Lawrence, Zachary Carley, Mark Kluck

Staff: Erin Yancey (Public Works), Jakob zumFelde (Public Works), Corporal Scott Drugo (Harrisonburg Police Department)

Welcome

Business

1. Follow up items

- HRMPO Non-motorized transportation project needs assessment

Mr. zumFelde reminded the group of the presentation by Jonathan Howard of the Harrisonburg-Rockingham MPO at the last meeting, and said that the presentation, additional information, and a survey are now available on this [MPO webpage](#). Mr. Lawrence said that he had discussed with Mr. Howard the fact that some crashes that have been reported using a form created by the Shenandoah Valley Bicycle Coalition were not included in the evaluation that Mr. Howard did. Mr. Lawrence and Cpl. Drugo discussed how the state only requires property-damage-only crashes to be reported if the damage is \$2000 or above, but the Police Department is working toward ensuring that all crashes including bicycles or pedestrians are reported.

- Northend Greenway sign installation

Mr. zumFelde noted that progress has been made on the new signs, as well as some improvements to Mt. Clinton Pike (including a crosswalk near the railroad tracks) that were described at the last meeting. Most of these efforts are expected to be completed soon.

- Chicago Ave and Waterman Dr intersection potential pedestrian improvements

Mr. zumFelde said that staff have counted pedestrians crossing Chicago Ave at Waterman Drive and that the current crossing count is very low and does not justify a crosswalk across Chicago Ave. This differs from what a High School service learning group had indicated, with staff thinking that the students may have been counting use of the existing crosswalk instead. The existing crosswalk does see high usage and improvements to the existing crosswalk were discussed, with staff expecting to complete additional evaluation prior to a discussion about this at the next meeting.

2. Shared use path etiquette sign design

Mr. zumFelde provided an updated draft of the shared use path etiquette sign (see below), with some new text at the top (decided at the previous meeting) and the new Harrisonburg brand logo and design at the bottom of the sign.



Ms. Toth asked if the sign could be translated into Spanish, with that likely placed below the logo. There was wide support for this and staff said they would pursue it. Mr. Bonsal mentioned that he had showed the sign to his students (JMU) and he provided their feedback. Overall, they had concerns about the amount of language on the sign. Mr. Bonsal said he didn't necessarily share this concern, as the subcommittee had previously discussed that we are not necessarily expecting someone to read the whole sign at once. Two smaller suggestions from his students were to move "Yield to Pedestrians" to the middle and reduce the size of the logo. Mr. zumFelde indicated that moving "Yield to Pedestrians" to the middle might not be as visually-appealing since it does not have any smaller text below it while the other two phrases do. Reducing the size of the logo was generally agreed on by the group. Removing the title from the top was suggested as a way to reduce text on the sign. This was agreed to, with the additional suggestion that the remaining language be changed to a font more similar to the current title font. Mr. zumFelde summarized the suggested changes and said that staff would work on the updates.

Mr. zumFelde showed maps of the Bluestone Trail and Northend Greenway with potential sign locations indicated. On the Bluestone Trail, a sign is proposed where the path starts at Stone Spring Road and another sign where the path intersects with other park trails south of Butler Street. There was agreement from the committee on these locations. An additional sign could be placed near the path entrance from Pheasant Run Townhomes – the group supported this, although it was unclear what the best location for the sign would be. Staff will work to identify the best location. Mr. Hassman asked about the Bluestone Trail on the JMU campus and noted that many people he talks to don't realize that the Bluestone Trail goes through campus. Ms. Yancey said that the etiquette sign design will be shared with JMU when it is complete. She noted that given that the Grace Street extension was just completed, with the Bluestone Trail now being continuous through the JMU campus, it would be a good time for City and JMU staff to discuss additional wayfinding signs or other coordination. For the Northend Greenway, there was agreement on placing a sign at the current Mt. Clinton Pike entrance to the path and another sign just west of the path crossing at Liberty Street.

3. Northend Greenway amenities

Ms. Yancey said that the Northend Greenway Steering Committee has donated \$10,000 to the City to purchase and install amenities on the Northend Greenway. Ms. Yancey said that potential amenities include trees, benches, kiosks and fix-it stations. Trash cans were asked about, given the proximity to the pharmacy as well as the gas station and convenience store. Ms. Yancey indicated that Public Works has not been considering trash cans to be an option, given the ongoing maintenance burden of picking up the trash. Multiple members of the subcommittee suggested that Public Works may want to reconsider, particularly since the trash may become a burden anyway as people may litter. Ms. Yancey indicated that through some research, it appears that benches are recommended every 1 mile or so on paths. [The resources referenced are <https://www.recreator.com/DocumentCenter/View/297/Bikeway-and-Trails-Design-Standards-?bidId=> and <http://www.bhjmpc.org/wp-content/uploads/2017/10/Quick-Reference-Guide-20170104.pdf>.] Mr. Hassman said he thought 1 bench would be most appropriate from a spacing perspective, since people are more likely to want to sit along the stretch of the path further from the entrances. Ms. Frederick indicated that she thought trees were more important than benches, given the importance of shade for path users, along with other environmental benefits of trees. Ms. Toth asked about stations with bags for dog poop. Ms. Yancey indicated that this is the same situation as trash cans, since such stations generally accept the dirty bags and thus would need to be emptied on a consistent basis. The subcommittee nonetheless encouraged the installation of a dog waste station. Mr. zumFelde asked about a location for a potential kiosk and bike fix-it station. There was general agreement that the path entrance at Suter Street would make the most sense for these amenities as it feels like a trailhead and is where many people will be entering the path.

4. Review of applications to join Bicycle and Pedestrian Subcommittee

This discussion occurred in a closed session. Subcommittee members decided which applicants to recommend that TSAC appoint to fill vacancies on the Subcommittee.

5. Project Updates

Ms. Yancey provided information about the Mt. Clinton Pike project. After multiple cycles of applying for funding to complete a major project that would have involved a roundabout at the intersection of Mt. Clinton Pike/Chicago Ave/Park Rd, it is clear this project is not currently competitive for funding. The City still has about \$1.3 million that VDOT had allocated to the project, which the City has now determined they can use to build the shared use path along Mt. Clinton Pike, along with a few additional improvements. The proposed path would be part of the Northend Greenway and would stretch from Park Rd to Virginia Avenue. Additional funding will be necessary to connect this across the railroad tracks to the current Northend Greenway endpoint. Mr. Hassman asked why the path would be built along the north side of Mt. Clinton Pike west of Virginia Ave, when there are many destinations on the south side of the road and people biking or walking from Chicago Ave to the Northend Greenway will have to cross Mt. Clinton Pike twice. Mr. Lawrence indicated that the north side is seen as more desirable due to the lack of businesses entrances. Mr. zumFelde said that the entrances are a main reason to avoid the south side. He mentioned that the path is likely to have high usage from people coming from north of Mt. Clinton Pike – Park Rd or College Ave - who would have multiple challenging, and potentially dangerous, intersections to navigate if the path was on the south side. Ms. Yancey noted that adding sidewalk on the south side of Mt. Clinton Pike is also a major goal of the project, although available funds are likely not enough to complete the sidewalk all the way from Chicago Ave to Virginia Ave. She indicated that this sidewalk would provide access to the businesses along Mt. Clinton Pike. Ms. Frederick noted the importance of providing a safe connection to the shopping plaza with Gift and Thrift and A Bowl of Good as she said people are already walking across Mt. Clinton Pike to get there.

Announcements / Other Business

- Jakob reminded the subcommittee about a December 12 VDOT Public Hearing for the I-81 Exit 247 Project, which will involve E. Market Street bridge replacements, changes to on- and off-ramps, and addition of shared use path. Details are on this [VDOT webpage](#).
- Mr. Lawrence provided a brief update about the recent Harrisonburg & Rockingham Bike-Walk Summit where the theme was 'new mobility'. He noted that there were many good discussions about the opportunities and challenges associated with shared scooters, bikes, and e-bikes. Following these discussions, Mr. Lawrence said he had been in touch with the Assistant City Attorney and discussed potentially updating the City's shared mobility device permit. Specifically, Mr. Lawrence is interested in how the permit could be changed to encourage introduction of bikes and e-bikes. Ms. Yancey indicated that this would be a good topic for the next Subcommittee meeting.

The meeting was adjourned

Next Meeting: January 27, 2020 @ 6pm – City Hall, Room 011 (lower level), 409 South Main St